

ation would not work very well because it would make connections at Melville during the night time hours, which would pose some rather obvious difficulties, as I understood his letter. It seems to me this is an example of the type of lack of imagination one sees on the part of the railways from time to time, to which I made reference earlier.

It seems to me it should be quite within the scope of the imagination of CNR officials to devise a plan whereby, if in fact it is not economic to operate a two or three car train between Regina and Melville as the president points out, it would be possible to operate a rail-liner service from Regina to Melville and perhaps points beyond, then provide for sleeping car service originating at Melville. The passengers could transfer at Melville at some reasonable hour in the evening to the sleeper that would be stationed there.

I suggest this service would be quite heavily patronized by people not only from Regina but also people living along the line at intermediate points and customers from Melville, Yorkton and portions of eastern Saskatchewan. It seems to me this is a rather obvious step that should be taken by the railway if in fact it is going to follow through with its policy of attempting to exploit all worthwhile possibilities of improving passenger traffic in various parts of Canada.

Thus, we see many examples of lousy timetables, which are responsible for the small amount of passenger patronage of the railway lines. I think the example I have cited in respect of the service between Regina and Saskatoon should be quite adequate to illustrate this. Certainly, the hours that these trains operate will not attract as many people as might possibly want to travel by rail. I have also cited the situation in respect of those people who wish to use CN services for travel to eastern Canada.

I also noted in the list of applications submitted by the CNR and CPR a number of other passenger runs they are proposing to abandon. I do not intend to discuss each one of them because I am not personally familiar with many. I did note one particular example which I think should be drawn to the attention of this House. Both the CNR and the CPR applied for abandonment of their Calgary-Edmonton runs. It seems to me that this is complete nonsense. Both railways claim a substantial loss on their operations between Calgary and Edmonton. I fail to understand why this need be the case. Possibly one alter-

*Provision of Moneys to CNR and Air Canada* native which should be examined is the provision of a joint service between Calgary and Edmonton. This might possibly deal with the deficit problems which both railways allege they face.

Still more attention needs to be paid, in terms of passenger train service, to the provision of adequate service to a number of small points along the main line of the CNR. I could cite a number of examples in my own constituency. The Canadian National Railways main line crosses my constituency in the northern part, and there are a number of communities located along that main line within the boundaries of my constituency. There are also a number of urban areas there, each one with approximately 500 people. I refer specifically to the communities of Kelliher, Lestock and Punnichy. There are a number of other nearby communities. In addition, there is the rural population which makes use of these communities.

For some time now there has been no provision in the Canadian National Railways schedules for passenger stops along these lines. It seems to me this is one matter which should be looked into. I recognize some of the problems in making frequent stops along any particular line, but when revenue business is available, certainly in the long run it would be to the benefit of the railways to ensure the provision of an adequate level of service to these communities as well as to the larger centres across Canada. Thus, I think it is important that we consider the future of passenger train business. I certainly urge the Canadian National Railways to continue its operations on the basis which it has in terms of following the principle of providing service for travelling people as well as for the transportation of goods. The CNR is in a very good position to show up the CPR and its complete lack of regard for the needs of people.

At the time the Canadian Transport Commission hears the applications of the Canadian Railway companies, I hope and trust it will pay adequate attention to the applications made by the railways, the CPR in particular, and the accounting and costing procedures used in reporting some of the deficits cited in their applications and public reports. It is important that we do not just assume the attitude of one who picks up the tab whenever the railways report they are not making a profit on some of their passenger operations. It is important that we look at their accounting methods and the figures they submit to